GRUMMAN
planenews

A bimonthly publication for Grumman Aerospace Corp. employees

Vol. 43, No. 9, May 11, 1984. Bethpage, N.Y. 11714

Aerospace unveils new ICAP-2 Prowler

Grumman Aerospace unveiled its latest contribution to the U.S. Navy's ongoing battle for superiority in electronic warfare at a special roll-out ceremony on Thursday, April 26, at Calverton.

The first two EA-6B ICAP-2 production aircraft — dubbed P-99 and P-100 — were on display at the Plant 7 hangar where ownership titles for the planes were presented to Navy officials.

As keynote speaker, Vice Adm. Robert F. Schoultz, Deputy Chief of Naval Operations for Air Warfare, praised the new Prowler. He pointed out that the addition of the new ICAP-2 Prowler "will dramatically improve the capability of our Navy battle groups all over the world."

Shoultz said that there are currently 10 EA-6B groups in operation in Navy carrier wings, "not nearly enough to fulfill our country's ever increasing commitments in today's world. But in today's world costs also rank high in the public's concern. Budget constraints leave us unable to buy all the airplanes we would need to fulfill our nation's widespread commitments. Therefore, it is even more imperative that each aircraft purchased be packed with the latest and most sophisticated electronic advances available in a package that is not only capable of fulfilling its tasks, but also doing so at an affordable cost to the American taxpayer."

Meeting the challenge

"Grumman was charged with the job of producing a technically superior aircraft and the added task of doing it economically. Through the dedicated support of its workers and suppliers, the company has met the requirements and the challenge in the form of the ICAP-2 Prowler," added the admiral.

Addressing the roll-out ceremony audience, Grumman Corporation Chairman Jack Bierwirth commented that "Grumman is absolutely dedicated to its role as an integrator of superior electronic and computer systems onto which we stick wings. That is a job that we do well, and one that we will continue to do well. It is our obligation to the Navy to do it so well that the Navy always has the best possible equipment in the air at all times."

Here to stay

Grumman Aerospace President George Skurla told the attendees that the requirements for tactical support equipment have "continued to grow by leaps and bounds." Indeed, the age of electronic warfare is here to stay and Grumman has reason to be proud of its part in developing advanced airborne electronic systems that help keep the Navy and our country ahead of the field.

"The game today is not just putting wings on fuselages, but putting wings on electronics. The ICAP-2 Prowler represents the latest set of Grumman electronic wings for the Navy," he added.

Vice Adm. James Busey, Commander of Naval Air Systems Command, called the new Prowler, "A beautiful machine that will greatly improve the Navy's ability to meet and counter the enemy threat in the field of electronic warfare."

He emphasized that the Navy was "very proud of the team effort that went into the design, development and production of this marvelous aircraft, which included Grumman, its suppliers and the Navy. The new improvements in the ICAP-2 Prowler make it the best electronic flying package in the air today."

The ICAP-2 Prowler (Increased Capability-2) is the fourth version of the EA-6B Prowler aircraft. The

(Continued on Page 5)

ICAP-2 Prowler unveiled. *The latest in airborne electronic warfare — the Grumman EA-6B ICAP-2 Prowler — was turned over to the Navy at a special roll-out ceremony held on Thursday, April 26, at Calverton. Pictured at left, keynote speaker Vice Admiral Robert F. Schoultz, Deputy Chief of Naval Operations for Air Warfare, told his audience the new Prowler 'would dramatically improve the capability of our Navy battle groups all over the world.' Seated at the dias with Vice Admiral Schoultz were: (L to R) Dan O'Neill, Grumman EA-6B Program Vice President; Capt. Roy R. Buehler, Commanding Officer of the Bethpage Naval Plant Representative Office (NAVPRO); and Rear Admiral A.A. Gallotta.*

news briefs

Earnings report

Grumman Corporation has reported first quarter 1984 net income of $25,301,000, or $.85 per share, representing a 12 percent increase over the net income of $22,626,000 ($.80 per share) for the same period last year. Sales of $589,165,000 represented a 16 percent rise over 1983.

The earnings per share amounts for 1983 have been adjusted to reflect the two-for-one split of common stock, which became effective August 1, 1983.

Aerospace sales were approximately $75 million higher in this year's quarter, because of F-14, EA-6B, and E-2C program increases. Profits from higher Aerospace sales, however, were offset by higher research-and-development expenditures for the X-29, the A-6, and certain advanced electronic programs.

Data Systems sales and profits were approximately 20 percent higher in this quarter. Sales and profits were also higher in commercial non-aerospace activities. Consolidated interest costs declined substantially in the 1984 quarter as borrowings were lower.

"We are pleased that we were able to better last year's first quarter," says Grumman Corporation Chairman Jack Bierwirth. "However, the results did show the impact of our substantial research-and-development investments. We view these outlays as exciting opportunities to build the technology that will, in the long term, pay off in new business for Grumman."

New posts

Two Grummanites recently received new assignments.

Frank Albanese has been named director of Quality, Product Development Operations Center.

Julie Cohen has been appointed deputy director of Information Resource Management (IRM).

No scapegoat

On Friday, April 27, Grumman Corporation President Joe Gavin addressed a House of Representatives subcommittee regarding the New York City Transit Authority's withdrawal of its fleet of Model 870 Flxible buses.

In his testimony, Gavin stated: "The Model 870 presents no safety problem whatsoever here or anywhere else in the country. Grumman also remains ready, willing, and able to continue honoring its contractual commitments and to perform all of its warranty obligations with respect to the 870 in New York City as well as elsewhere in the country."

Gavin said the February 3 fire on one New York City Flxible, which prompted NYCTA's action in removing the buses, was due to poor maintenance. He said, "Grumman is not willing to have itself or the 870 be made the scapegoat for other transit problems."

FAA course

To prepare noncertified aircraft mechanics for their FAA written examination, Nassau Tech offers a refresher course in the following test areas: general, airframe, and powerplant.

The Nassau Tech Aviation Facility is located at the southwest corner of Grumman in Bethpage at 610 Hicksville Road. For further information, call Gloria Acebo, (516) 576-9180 between 8 a.m. and 2:30 p.m.

Fond adieu

Over 900 pension-eligible Grummanites have elected to retire under the company's incentivized early retirement program.

With slightly over 6,000 people eligible for the program, that figure translates into a response rate of more than 10 percent. This response has been greater than company officials had predicted when the program was announced in mid-April.

Participants will receive incentive pay based on the number of years they have been working at Grumman. The measure was taken in order to tighten the Grumman work force without disrupting production schedules or losing necessary skills.

Deadline for participation was May 1 and participants must retire by May 31.

Personals

On behalf of my family and myself, I want to thank all my friends and co-workers for their kindness, support and expressions of sympathy during the recent loss of my wife Elizabeth. Albert A. Gomes

My family and I wish to extend our sincere gratitude to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my mother. John Geremia

My heartfelt thanks to all of you for your concern, calls, and cards during my illness, it was very uplifting. Jack McCullagh

Ring in the new. *Don't forget: five-digit dialing goes into effect for Grummanites in Bethpage at 5 p.m. on May 18. A numeral "5" will be placed before each existing Bethpage extension number.*

My family and I extend our sincere thanks to all of George's friends and co-workers for their kind and generous expressions of sympathy, and to management for their help and understanding following his sudden death. It was a warm consolation during our loss. Mary Carey

Meetings

National Contracts Management Association: Tues., May 15, Musicaro's, Melville, 4 to 6 p.m. Workshop on Surge Options & Mobilization Base Procurement. Instructor will be Mrs. Hayden, Chief of Policy Plans and Control Division of the Army Armament, Munitions and Chemical Command in Rock Island, Ill. Dinner speaker will be Ray W. Dellas, Staff Director of Small & Disadvantaged Business Utilization Office. His topic will be "The Role of Small Business in Defense Procurement". W.E. Stanton, Ext. 3167.

N.Y.S.S.P.E. Suffolk County Chapter: Thurs., May 17, Windjammer Restaurant, Northport, 6:30 p.m. Guest speaker will be Carl Mitcham, Assoc. Prof. of Humanities from Polytechnic Institute of N.Y. Guests welcome. W. Lipman, Ext. 2595. 2595.

Society of Logistics Engineers: Tues., May 22, Antun's, Hicksville, 5:30 p.m. Guest speaker will be Mr. J. Haytaian, V.P. Operations from Phonar Corporation, Melville. Guests welcome. Paul Dibenedetto, Ext. 6428.

Carpool

Bayport/Oakdale to Bethpage, Plant 05: existing 2 man car pool seeking additional riders, 8 a.m. to 4:30 p.m. Ray Duffield, Ext. 0304.

Big switch

Grummanites in the Bethpage complex will soon be dialing five-digit internal telephone calls. The conversion from four- to five-digit dialing takes place at 5 p.m. on Friday, May 18.

The numeral "5" will be added before each existing extension number. Extensions will otherwise stay the same. In other words, an individual on Ext. 5118 will — starting May 18 — be reached on Ext. 55118.

The new five-digit system will be up and running in time for the May 18 night crew.

what's inside

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Project Sterling winners reap big bucks. . . pg. 11

Lahey named general manager of Milledgeville Operations

Tom Lahey Jr. has been named general manager of Milledgeville Operations in Georgia. He succeeds Vice President Bill Zarkowsky who retired on April 30 after 45 years with Grumman.

Born in Kingston, N.Y., Lahey received his bachelor's degree in electrical engineering in 1962 from Villanova University. He then joined Grumman as a designer of electronic countermeasures, communication and navigation equipment for the U.S. Navy's EA-6A and EA-6B aircraft.

Four years later, he was promoted to assistant to the senior vice president of Aircraft Programs. In this post, he was responsible for coordination of all aircraft program activities, and review of major aircraft proposals, in addition to other duties. In 1967, he received his MBA from Hofstra University.

In 1969, Grumman Aircraft Engineering Corporation was restructured into Grumman Corporation, and in 1971, Lahey became assistant to the Grumman Aerospace president. He was responsible for staff coordination and monitoring of all corporate activities with particular emphasis on new business ventures.

Two years later, he was named assistant to the vice chairman of the Grumman Aerospace board. His primary duties included responsibility for the development of a business relationship with the government of India, direction of the Corporate Affirmative Action Program, and developmental planning for a new composites manufacturing center.

He continued in this latter effort, and in 1975, became the deputy general manager of Grumman Aerospace's composites manufacturing center in Milledgeville, Georgia.

This half-million-square-foot facility is Grumman's primary manufacturing facility for composites and metal bonding, with a workforce of 750 Grummanites.

Lahey was directly responsible for technical operations; manufacturing; quality control; purchasing; and financial operations. On May 1, Lahey assumed full responsibility of Milledgeville operations as general manager.

During the summer of 1981, he attended the Executive Program at Colgate-Darden Graduate School of Business Administration at the University of Virginia.

Lahey has been very active in a number of community organizations in Georgia. He serves as a member of the Board of Baldwin County Hospital and the Milledgeville Development Authority. In addition, he has served on the boards of directors for the United Way, the Milledgeville Rotary Club, and the advisory committee for the Students in Free Enterprise Program at Georgia College; and the Baldwin County Educational Study Team.

Tom Lahey Jr.

letters

Dear editor,

I am a former Grummanite and now a retiree living in Florida. I'd like to know if a Grumman retiree can still submit Project Sterling ideas.

Respectfully,

Martin Profita

All Grumman retirees are eligible to participate in the Motivational Programs' Project Sterling. A package of forms and information is on its way to Martin. If you wish to find out more about this program, call Motivational Programs at (516) 575-4230 or write to: Motivational Programs, Grumman Aerospace Corporation, A05-28A, Bethpage, N.Y. 11714.

Unit values

The following are unit values for the Grumman Employee Investment Plan as of March 31, 1984. These unit values are compared to the previous month's results (February 1984).

Equity Fund
2.272 up from 2.254
Fixed Income Fund
3.565 down from 3.669
Guaranteed Income Fund
1.787 up from 1.770
Company Stock Fund
$22.063 down from $23.188

GRUMMAN planenews

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N.Y. 11714, as a function of the Public Affairs Department, Brian Masterson, director.

Editor
Kathleen Housley Ext. 3293

Associate Editors
Joe Pititto Ext. 5119
Robert Sample Ext. 5118

Editorial Assistant
Bernadette Gately Ext. 8999
Mail stop: C14-05

Next issue: May 25

EDO earns GAC supplier award

Grumman Aerospace has awarded EDO Corporation's Government Systems Division of College Point, N.Y. the Certified Supplier Award for its participation and performance in the Grumman F-14 program. EDO has supplied the essential jettison release mechanisms for the Navy Tomcat since the program's inception.

Presentation

Presenting the Certified Supplier Award, Richard Kennedy, Grumman's manager of Quality Control said, "Awards like this do not come easy. The EDO engineering, manufacturing and quality assurance personnel have demonstrated excellence in quality — as measured by meeting customer contractural requirements. And the company's record for on-time deliveries and competitive costs have been exemplary."

Alex Demers, director of Quality Assurance at EDO's Government Systems Division, noted that the company was proud of the Certified Supplier award and Grumman's recognition and gratitude for the high standards of quality in the components that EDO has supplied since the Certified Supplier Program was initiated in 1981. Demers added that this is an ongoing program and that EDO will continue to participate and excel.

Quality supplier. *Grummanites Gene Lynch (L), Subcontract administrator; and Richard Kennedy (R), Quality Control manager, present the Certified Supplier Award to Alex Demers, director of Quality Assurance of EDO Corporation, Government Systems Division.*

Vincent Baglio

Steven Bellavia

Kevin Clyne

Louis Colangelo

Laura deGrazia

Timothy Farrell

Patricia Hassan

Peter Heinen

Ten named Master's Fellows

Ten Grummanites have been named 1984 Science and Engineering Master's Fellows.

The Grumman Master's Fellowship Program provides individuals who have demonstrated a special talent for technological inventiveness with financial means to achieve a master's degree in fields of study related to aerospace technology. At the same time, Master's Fellows are offered the opportunity to broaden their industrial experience with Grumman.

Benefits include payment for hours worked at Grumman, all employee benefits, tuition and fees, books, and a yearly stipend.

The 1984 class of Grumman Fellowship winners includes:

Vincent Baglio received his BSE in mechanical and aerospace engineering from Princeton in June 1982. He is studying for his MSEE at Polytechnic Institute of New York (PINY). He joined Grumman's Flight Controls department in 1982. He is currently working on flying quality analysis of the updated A-6E, in addition to supporting both the A-6E and EA-6B in that area.

Steven Bellavia graduated from PINY in June 1982; a month earlier, he joined Grumman's Power Plant and Environment group. He is returning to his alma mater to pursue a master's degree in mechanical engineering. As a PINY co-op student, he worked at the D.C. Cook Nuclear Power Station and with the U.S. Army Communications Command. This mechanical engineer is currently designing engine start systems for the updated A-6E and F-14D programs.

Kevin Clyne received his undergraduate degree in computer science from the College of Staten Island in June 1983. He's been working in Computer Design since January 1983. Clyne recently completed his first assignment — a specialized computer for simulating closed circuit TV aboard the Space Shuttle. He plans to obtain a master's degree in applied math at Adelphi University.

Louis Colangelo plans to study electrical engineering at PINY. He has an undergraduate degree in computer engineering from Lehigh. He started working at Grumman in Software Systems in September of '82. He is currently working on the EA-6B ICAP-2 tactical program — defining and developing software and improvements to pulse processing and receiver control.

Laura deGrazia received her bachelor's degree in communications from Adelphi in May 1982. She plans to study computer science at PINY. Working in Software Systems since June 1982, she is currently upgrading the stores capability of the A-6E. She enjoys working in Plant 14 because she has the opportunity to work with hardware engineers and gets involved with almost all phases of the project lifecycle.

Timothy Farrell, a graduate of SUNY-Stony Brook, plans to study for his master's in electrical engineering at his alma mater. He spent two years in the Navy as a radar technician. He began his Grumman career in November 1982. He is currently cognizant engineer for the EF-111A tactical jamming system receivers.

Patricia Hassan graduated from Hofstra University with a degree in computer science. She intends to pursue her graduate studies at New York University. She joined Grumman in August 1983 and is currently working in Software Systems. Her current assignment involves designing the CUIP on an Apollo work station.

Peter Heinen received his BSIE from SUNY-Oswego in May 1978. He plans to study for his master's in computer and decision science at Pratt. He started his Grumman career in November 1978. This industrial engineer is developing and implementing a computerized management system for the Bethpage Manufacturing Modernization Program.

Walter Silva, an aeronautical engineer who graduated from Boston University in May 1982, plans to pursue his graduate studies at PINY. He spent two summers working at NASA Langley as a programmer and research assistant. He started his Grumman Propulsion job in July 1982. He is currently using LEONARDO for the Advanced Tactical Fighter (ATF) engine performance.

Jesus Suapengco graduated from Boston University with a BSME in May 1982. He joined Grumman's Propulsion group in July 1982. He plans to pursue his graduate studies in aeronautical engineering at PINY. He is currently developing a computer program that can evaluate various nozzle/afterbody configurations. This tool will also be used on the ATF program.

Jesus Suapengco

Walter Silva

retirees

On behalf of our fellow workers, PLANE NEWS salutes the following men and women for their contributions to the company and wishes them well in their retirement. Those who have recently retired are:

Aldo Albertuzzi (5), Eli L. Cohen (7), Dorothy Honor (25), John W. Smith (2), Luceseldon Swain Jr. (2), John J. Shady (4), Daniel J. O'Donnell (35), Vincent Angeloro (40), James Benizzi (43), James P. Bond (2), John J. Scully (17), Alice M. Zvonik (2), Harry Zvonik (24), Thomas F. Iovine (3), Charles R. Thomas (11), Willis R. Newins (2), Theodore W. Durkalski (2), Charles A. Williams (2), Bernard F. Kohler (30), Fred H. Roth (2), Gerald A. Buckridge (25), Raymond Hall (2), John A. Cybulski (6), Sherwood W. Heidel (1), Richard R. Tennyson (77), Joseph R. Carbone (7), Robert E. Moseley (30), Joseph J. Scialo (40), Joseph F. Miller (3), Andrew H. McPherson (77), Jack Singer (77), Robert W. Zieran (77), Stanley Wondolowski (43), Charles Terembes (2), Alexander Jones (2), Arthur E. Mayer (40), Alice M. Smith (30), Dominick E. Pesce (1), Evelyn F. Keker (44), Tessie Ostrowski (15), Stephen Teta (43), Charles A. Williams (2), Michael Calamita (2), Frank Caparo (5), Solomon Boxer (40), Charles J. O'Neil (44), John J. Scully (17), Victoria D. Herzog (7), Vincent C. Angeloro (40), Anthony T. Natale (1), Thomas J. Reidy (12), Jerome W. Kappel (106), William H. Maken, Jr. (7), Andrew J. Breunig (5), Arthur H. Billion (6), Nicholas DeJesu (520), Edward McCrossen (3), John Martinelli (2), Leonard Rostov (15), Margaret Weis (5), Marie Ott (1), Joseph F. Grant (35), Loretta Brown (111), Joseph Walter (1), Leonard F. Enlund (2), John Tylinski (3), James P. O'Grady (1), Thomas LoMonaco (6), Frank Blachian (3), Leonard Ciccione (44), Leroy T. Kester (5), James R. Branigan (2), Joseph Naso (2), Joseph J. Scialo (40), Hector Pemberton (6), Raynar Timmers (3), Alfred G. Barry, Jr., (2), Robert L. Orf (3), Daniel Schirmer (2), Gerald Bostock (5), Otto R. Lanzarone (88), Andrew J. Murtagh (6), Anthony R. Schiavone (2), Caritha Walker (2).

calendar

AIAA: Thurs., May 24, Antun's, Hicksville, 5:30 p.m. Guest speaker will be Dr. R. Hallion. Topic will be "The Legacy of Flight". Guests welcome. Sima Winkler, Ext. 4279.

American Production & Inventory Control Society: Tues., May 22, Musicaro's, Melville. Dinner at 7 p.m., speaker at 8 p.m. Topic will be "Computer Integrated Manufacturing". Guest speaker will be Jim Clark from IBM. Guests welcome. Norm Heilweil, Ext. 2250.

American Society of Manufacturing Engineers: Mon., May 14, Polytechnic Institute of N.Y., Farmingdale, 7:30 p.m. Guest speaker will be Mr. Leonard A. Restiud from Allen Bradley Co., Plainview. Guests welcome. Vince Pavlik, Ext. 0211.

neers: Wed., May 16, Berkner Hall, Brookhaven National Lab., 6:30 p.m. Recent research on material science and solid physics. Tour of facilities after presentation. Guest speaker will be Dr. Roger Klaffky and Dr. David Rorer from Brookhaven National Lab. Guests welcome. Ron Reyer, 282-4852.

China-Burma-India Veteran Association: Tues., May 29, Recreation bldg., 5 p.m. Guest speaker will be Irving Mednick, Greater N.Y.C. BASHA Commander. Guests welcome. Ray Fong, Ext. 2484.

Coin Club (Bethpage): Wed., May 23, Plant 25, vendor conference room, 12:05 p.m. Informal lunchtime meeting. Peter Cassese, Ext. 7703.

Grumman Disabled American Veterans Club: Wed., May 16, Plant 3 cafeteria, 4 p.m. All disabled american veterans welcome. O. Lewis, Ext. 4476.

Grumman Family Campers: May 25 thru May 28, Calverton, Memorial weekend. June 8 thru June 10, Hewlett Bay Park. For information call Al Hanes, 391-6512.

Grumman Flying Club: Mon., May 14, Boces Bldg., Hicksville, 5:15 p.m. Regular monthly meeting. Bob Schulte, Ext. 0682.

Grumman Motorcycle Club: Wed., May 16, Recreation bldg., 5:30 p.m. Ride to Bear Mountain, May 12. Guests welcome. R. Dannenhoffer, Ext. 0009.

Grumman Scuba Divers Club: Wed., June 13, Fox Hunt, Hicksville, 7:30 p.m. Guests welcome. P. Craig, Ext. 5256.

Grumman Ski Club: Tues., May 22, McKeon's, Hicksville, 8:30 p.m. May 11, Annual Sno-Ball, Holiday Inn, Plainview. Guests welcome. Art Garmendia, Ext. 7819/9810.

New ICAP-2 Prowler debuts

(Continued from page 1)

Prowler is an airborne tactical jamming system designed by Grumman to neutralize enemy radars and other communications.

In its new ICAP-2 configuration, the Prowler has been updated to include the latest advances in full-integrated airborne jamming technology. It is the first Prowler to be outfitted with the Navy's newest standard AYK-14 computer system.

Prowler presentations. *Vice Adm. James Busey accepted ownership title for the first two ICAP-2 Prowlers from Grumman Aerospace President George Skurla (top L). Grumman Corp. Chairman Jack Bierwirth (top R) speaks of the company's 'absolute dedication to excellence.' (Bottom) Vice Adm. Busey turns over Prowler title to Vice Adm. Robert 'Dutch' Schoultz, for whom the first production ICAP-2 Prowler (P-99) has been named.*

The computer and its newly designed software are coupled with a special Teledyne display screen system that provides a geographic (map) display to help select targets. "Together they offer considerably more processing capabilities than was possible in previous models," stated EA-6B Program V.P. Dan O'Neill.

The ICAP-2 Prowler's jamming system "weapon" — the ALQ-99F — is made up of a total of five integrally-powered pods with 10 very high power "smart" jamming amplifiers. The distinctive pods, carried under the Prowler's fuselage and wings, each contain an exciter that tailors the jamming signals for transmission by two powerful amplifiers.

The new "universal" exciters are capable of generating signals in any of seven different frequency bands. Each Pod can also jam in two different bands simultaneously. In addition, the Prowler can carry any mix of pods or external fuel tanks, depending on mission requirements.

Into the 1990's

O'Neill reported that current contract requirements call for Grumman to manufacture new ICAP-2 Prowlers until 1990 and to modify 15 EXCAP Prowlers already in the Navy fleet to the ICAP-2 configuration. A fifth generation Prowler called the ADVCAP (Advanced Capabilities) is currently being developed by Grumman.

"We are already looking forward to the day when the Advanced Capability Prowler will join the Navy's electronic airborne inventory. It will represent the next step in the continuing joint Navy/Grumman effort to stay ahead in the age of electronic warfare," stated Skurla.

Master of ceremony. *Dan O'Neill, EA-6B program vice president, MCed the roll-out ceremony of the new ICAP-2 Prowler.*

ID stickers taking hold

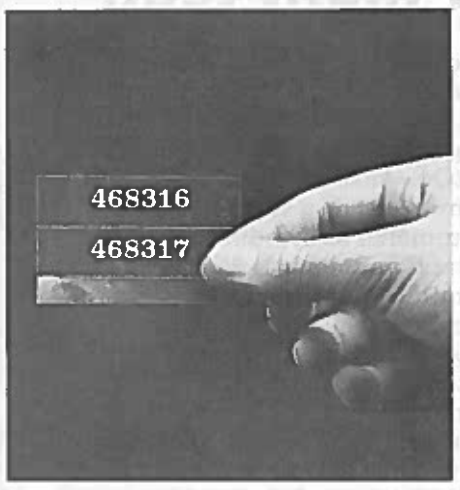
In the near future, a personal vehicle identification program will be launched at Grumman. The first area to have these new ID mini-stickers will be Great River Operations on Long Island.

"The stickers are 1/4 inch high and one inch long," says Bill Voorhest, vice president of Security and Corporate Services. "Only a person's permanent number is featured on the stickers which have a clear, see-through backing."

According to Voorhest, the company is beginning this car identification program for corporate security reasons including — but not limited to — parking and traffic violations. "In addition, a number of Grummanites while they are inside their plants working have trouble with the cars in the parking lots. For instance, a car might be leaking gasoline, the lights are left on, or it has a flat tire," notes Voorhest.

Plant Protection patrols will be able to reach a person a lot easier when the car is marked with that person's permanent number.

The sticker, which will be placed on any metal part near the right front bumper, is like those now in use at municipal, university, and town recreation facility parking fields.



Mini-stickers. *The Grumman ID vehicle sticker measures only 1/4 inch high and 1 inch long.*

obituaries

THOMAS J. REILLY of Procurement Technical Staff, Plant 105, died April 9 at the age of 52. He had been with the company since 1965 and resided at 32 Sioux Dr., Commack.

GEORGE BEREZNAK of Assembly, Plant 2, died April 14 at the age of 61. He had been with the company since 1943 and resided at 21 Anchorage Rd., Port Washington.

ROBERT BECK of Support Equipment, Plant 5, died April 19 at the age of 52. He had been with the company since 1954 and resided at 14 Adams St., Farmingdale.

GEORGE T. LINDSAY of Structural Test, Plant 5, died April 16 at the age of 52. He had been with the company since 1968 and resided at 15 Brand Dr., Huntington.

BENJAMIN W. BLOSSOM of Fuselage Assembly, Plant 2, died April 26 at the age of 61. He had been with the company since 1945 and resided at 145 Randall Ave., Freeport.

Michael Abel
St. John the Baptist

Thomas Baxter
Commack H.S. North

Elizabeth McNiff
Half Hollow Hills H.S.

Erik Org
Hauppauge H.S.

Mark Reuss
Bethpage H.S.

Jonathan Yuen
Farmingdale H.S.

David Cunningham
Hauppauge H.S.

Robert Ende
Commack H.S. North

Fourteen named 1984 Grumman scholars

Fourteen outstanding Long Island high school seniors have been named 1983 Grumman Science and Engineering Scholarship winners.

Since the program's inception in 1944, the company has awarded almost $3-million to 439 Grumman scholars. This year's group consists of eight Grumman dependents and six nondependents. Each will receive $4,000 per year to defray tuition costs at the accredited engineering college of his/her choice.

The eight children of Grummanites who won 1984 Grumman scholarships are:

Michael Abel, son of Bruce Abel who works in Facilities Engineering, will graduate from St. John the Baptist High School this June. He plans to attend Renssalaer Polytechnic Institute (RPI) or Yale to study electrical engineering.

Thomas Baxter is the son of Charles Baxter who works in Flight Test. A senior at Commack High School North, young Baxter will attend Virginia Polytechnic or Cornell to study mechanical engineering/computer science.

Elizabeth McNiff is the daughter of Gerald McNiff who works in Software Systems. She will attend Polytechnic Institute of New York after graduating from Half Hollow Hills High School East in Dix Hills. She will study electrical engineering and computer science. She won a full scholarship from PINY.

Erik Org, son of Lawrence Org who works in Mechanical Process Engineering, will graduate from Hauppauge High School next month. He plans to attend RPI to study electrical engineering on a full scholarship.

Mark Reuss will graduate from Bethpage High School this June. The son of Grumman Data Systems' Werner Reuss plans to study civil engineering at Brown University.

Jonathan Yuen of Farmingdale High School is the son of Russell Yuen who works in Electrical Engineering Design. Young Yuen plans to attend PINY to study electrical engineering.

Scott DeFreitas of East Islip High School is the son of Bob Whitehead who works in Public Affairs. He plans to study electrical engineering at Clarkson or Lehigh.

Joseph Larkin of East Islip High School is the son of Walter Larkin who works in Configuration Data Management. He will attend Clarkson to study computer science.

Open competition

Those Long Island students who won scholarships in the open competition are:

David Cunningham of Hauppauge High School will attend Princeton University to study electrical engineering.

Robert Ende of Commack High School North plans to study aeronautical engineering at Pennsylvania State University or Massachusetts Institute of Technology (MIT).

Thomas Hill of Locust Valley High School will attend Princeton University to study engineering.

Jonathan Klyne of Plainedge High School will pursue his aeronautical engineering degree at MIT, Cornell or the University of Virginia.

Paul Paternoster of East Islip High School will attend MIT to study electrical engineering and computer science.

Debra Willner of Longwood High School in Middle Island will study mechanical engineering at Cornell University or Princeton University this fall.

Should any winner choose not to use the Grumman scholarship, it would be passed to one of the four alternates chosen. They are: Raymond Loy of Commack High School North; and James Wagner of Friends Academy in Locust Valley.

Thomas Hill
Locust Valley H.S.

Jonathan Klyne
Plainedge H.S.

Paul Paternoster
East Islip H.S.

Debra Willner
Longwood H.S.

Scott DeFreitas
East Islip, H.S.

Joseph Larkin
East Islip H.S.

Happy 1,000th flight test!

A joint Navy/Grumman Aerospace team celebrated the 1,000th test flight of E-2C Hawkeye aircraft A-34, at Naval Air Station Jacksonville, Florida, on April 4.

The flight was part of the ongoing research and development effort that the heavily instrumented E-2C began on November 1, 1976. Since that time, the airplane has been involved in every major E-2C development effort undertaken by Grumman and the Navy. Hawkeye A-34 currently resides in Plant 4 at Grumman's E-2C Flight Test headquarters in Bethpage. The aircraft is expected to continue its role as Grumman's flight test "workhorse" through 1986.

Flight and ground support personnel who participated in the making of the 1,000th flight milestone included: (L to R) Tom Hancock, GAC instrumentation technician; Tom Lydon, QTS; Fred DeLucia, GAC instrumentation engineer; Dan Doyne, QTS; Steve Cooper, QTS; Bill Storey, GAC flight test engineer; Carl Litwin, GAC flight test engineer; Tim Douglas, VEDA; Lt. Jim Loeffler, U.S. Navy; Joe Bacon, Flight International; (AMHAN) Don Bell, U.S. Navy; Dave Holtackers, Flight International. (Not included in photo are: Lt. Mark Smith, U.S. Navy and Bill Faries, VEDA.)

Zarkowsky reflects on his Grumman career

'I always like to win'

"'Soft-spoken Willie,' that's me," says Bill Zarkowsky, vice president of Milledgeville Operations. "I used to yell, scream, kick, push. That's my method. Everybody kids me about it, because underneath I'm soft as hell. I'm a pussycat."

A raging lion or a placid puddy cat, Bill Zarkowsky made his mark on hundreds of Grummanites during his 45-year career at Grumman. His critics claim he is a caustic, hard-headed bully; his admirers praise him as a hard-driving leader, teacher and philosopher.

No matter how they viewed the man, those who have known him will have to admit Bill Zarkowsky will be missed. He retired Monday, April 30.

His association with Grumman began in 1937 when he hopped off the Long Island railroad to fill out a job application at a new aircraft manufacturing plant that Grumman was building in Bethpage. He walked the tracks to the deSeversky plant in Farmingdale later that day.

Grumman offered the young man a job in the stock room and he spent the summer of '37 helping to move the young aircraft company into its new Bethpage facilities. "By the end of the summer, I had enough money to go back to NYU," recalls Bill. He quit his "permanent" job. "They put a little note on my separation papers — 'Don't hire this bird again.' I had not been honest. I know now that they were right."

The following summer, Bill got his Grumman badge back after talking with George Titterton. "Only this time 'round, they knew I'd be going back to get my aeronautical engineering degree in the fall." He permanently joined the Grumman ranks in 1939.

After a brief stint as a riveter-assembler, Bill joined the Engineering staff in time for the "boom" years of World War II. "We were exposed to a tremendous amount of responsibility," says Bill. "This exciting technology was advancing so rapidly. It was more primitive than we know it today, but we were always penetrating the art. It was a lot more flexible then. There was a greater ability to show your ingenuity."

During the majority of his years in Engineering, he concentrated on power plant installations, propulsion systems and preliminary design. Associated with various advanced research projects, he also participated in the development of the Rigel Missile.

Then, in 1957, Bill was selected as the first Grummanite to study under the Sloan Fellowship at the Massachusetts Institute of Technology. He received his master of science degree in Industrial Management in 1958. "I'd always be writing white papers . . . never realizing that they were circulated beyond my immediate supervisor," notes Bill. "Well, Jake Swirbul came and sat on my desk one day and started talking to me about my white paper, the one I wrote a year earlier about Grumman not being as aggressive technically as it should be. I was in a cold sweat. Jake told me I didn't know what I was talking about. I should study business."

'It's the group that shows the ability. If you can be known as their leader, fine. Nobody is that intelligent to do it by himself . . . People made me, I don't think I was that smart.'

Bill Zarkowsky: today and in the late Thirties.

Bill readily admits that the year as a Sloan Fellow was the turning point of his career. It opened new doors for him. "It was all new to me . . . a new world and I liked it."

Upon his return to Grumman, he was appointed program manager of the W2F (later called E-2A). In 1962, he became director of Program Management for military aircraft and unmanned space programs. Two years later, he was elected a vice president.

When Grumman Aircraft Engineering Corporation was restructured into Grumman Corporation, Zarkowsky was elected a director and vice president of its major subsidiary, Grumman Aerospace. In 1970, he became senior vice president responsible for Military Aircraft Programs, Ocean Systems and the Gulfstream Program.

A year later, he was elected Grumman Aerospace president; in 1972, he was elected vice chairman of the Aerospace board, a position he held until November 1974, when he resigned and became vice president of Milledgeville Operations in Georgia.

It is in his Milledgeville office that Bill reflects on his colorful career at Grumman:

"I always like to win. I'm not a maniac at it, like some people are. But don't ever kid yourself. It's in the background all the time.

"I like to be the best and work with people that are the best. Grumman has and always had fantastic engineering people . . . lots of imagination and skills. And a production team that knows how to build our products at a profit.

"I always enjoy a good argument — especially with a youngster who is sweating. He is saying, 'Boy, I'm taking on the old man.' And, he's so elated if he's right and he wins.

"As long as we as managers don't impede the process and discourage people, success is going to happen automatically. You can establish an environment where they can show their ingenuity and they can do 10 times better than you can direct them to. They outdo themselves, and surprise you everytime.

"It's the group that shows the ability. If you can be known as their leader, fine. Nobody is that intelligent to do it by himself . . . People made me, I don't think I was that smart."

How does "soft-spoken Willie" like to be remembered? "As a person that has contributed to the development and prominence of Grumman. Also as a person who paid some attention to the development of people. I hope they feel that I've helped. They tease me about not being a scientist anymore . . . I thought I was pretty good.

"Throughout my years at Grumman, I've always been thrilled to participate in the development of Grumman whether it was in the scientific, humanitarian or business fields. I've enjoyed seeing it all happen."

'A southern gent'

Can a Yankee find peace and happiness in the Deep South? Bill Zarkowsky has.

Officially named "a southern gentleman" by the Georgia legislature, Bill has spent the past decade living and working with the folks of Milledgeville, Georgia. The town is home of Grumman Aerospace's modern composites manufacturing center.

Zarkowsky serves on the Governor's High Tech Panel for the State of Georgia, in addition to being active in various community organizations in Milledgeville and Baldwin County. Beginning this spring quarter, he is serving as an executive in residence at Georgia College. He is also conducting a senior seminar entitled "Transition from Academia to Business." Here's how the *Macon Telegraph and News* reported Zarkowsky's early encounters with the collegians:

A blunt, penetrating speaker who has long been interested in Georgia higher education, Zarkowsky is quick to criticize the lack of real business world exposure in many college business programs. He doesn't pull any punches with the students. . . .

On the first night of class, when a student meandered in a bit late, Zarkowsky stopped the proceedings to speculate on how long that student could keep a job if he didn't mend his tardy ways.

Another was wearing a baseball cap.

"I told him I never wanted to see that thing in here again," said Zarkowsky.

"Hc said, 'This is a business class, and if you're in a business class, you should be dressed as a business person,' " recalled Rick Young, a 24-year-old management major.

"It scared me to death," said marketing major Barry Caldwell, 21.

"Soft-spoken Willie" had made his point.

Drugs in the workplace

Polyaddicts 'mix their poisons'

This is the fourth story in the "Drugs in the Workplace," series. In the following article, Peter Sweisgood, executive director of the Long Island Council on Alcoholism and a Grumman consultant on chemical abuse, discusses the growing problem of polyaddiction.

"You just don't find many of what you would call run-of-the-mill alcoholics — people addicted solely to alcohol — anymore. These days, what we are seeing more and more frequently are individuals whose drug addiction or dependancy involves more than one substance. Very often a mix of alcohol and another drug. It's a condition that we call 'polyaddiction,'" says Peter Sweisgood, Grumman consultant on chemical abuse.

"The development of new and stronger drugs, in addition to greater availability of such substances — has created a situation where people now find it easy and more drugs such as marijuana, cocaine, and other potent and usually illegal substances, is thought of as no different than the three-martini luncheon or the six-pack at the stadium."

While either practice, taken to the extreme, is dangerous enough, it is the combination of alcohol and other drugs that is of growing concern. The term 'polyaddiction' is used to describe the condition that arises when an individual becomes dependent on the combination of more than one drug. The most common mix is alcohol and another depressant, such as marijuana or valium.

Sweisgood explains, "When you drink one beer, and then follow it with another, what you are doing is doubling the effect on your system of the first beer. The effect is cumulative with a known reaction as more alcohol is consumed. But when you drink a beer and then take a valium or some other polyaddiction problem is the attitude of young people. "Some young people today seem to look at taking drugs and alcohol as ways of experimenting for new experiences," he says.

"They fall into the polyaddiction pattern simply looking for a new high. Curing a person with a polyaddiction is even more difficult than a single substance dependency because the body and mind are hooked on more than one drug and more than one chemical reaction," he asserts.

Polyaddiction is also what Sweisgood calls "the fast route to alcoholic deterioration." The use of other drugs — in most cases depressants such as valium — in addition to alcohol, serves to speed up the body's tolerance to both drugs. "People with polyaddiction very often are found to incur the same disease progression in two years that an abuser of alcohol alone takes as much as 20 years to accomplish," says Sweisgood. This partially explains the new phenomenon of teenage alcoholism.

In the workplace, a polyaddiction problem is even more pronounced than a single drug dependency. A worker's job performance drops dramatically as does on-time performance and attention span. At the same time, health-related problems and job absences increase markedly.

"Job performance is still the only real criteria that can be used to base an assumption of drug or alcohol or polyaddiction problems with a worker," notes Sweisgood.

"The pressure of job jeopardy is often the best incentive that can be used to help a person with a drug problem seek help. Very often the job represents not only the source of money that pays for the person's addiction, but also the source of the only shreds of self respect and self worth that he may have left," he points out.

"What we want to do is to help the individual see the seriousness of his problem and realize the need to seek help. After all, the idea is to help individuals continue to be productive and happy. You can't be either of those things if drugs and/or alcohol have a hold on your life."

'If the individual is really keyed up, he takes a valium along with a couple of highballs to unwind. Once the pattern is set, the individual is leading himself down the road to a polyaddiction problem.'

Peter Sweisgood is executive director of the L.I. Council on Alcoholism.

effective to, in effect, mix their poisons," he adds.

Sweisgood points out that alcohol is still the "drug of choice" for most substance abusers. "But those same people who might have been strictly alcoholics years ago, today are mixing pills or marijuana or what-have-you with their booze," he says. Some of this new twist to chemical dependency, says Sweisgood, can be attributed to the growing-up and entry into mainstream society of what was once the 'counter-culture drug generation' of the 1960's.

"The main thing that this group of people has brought with it into the mainstream workplace is the acceptance of the commonplace use of drugs as part of a lifestyle," he notes. "To some, the casual use of

'downer', what you get is an explosion or 'synergism' of effects. We call this 'potentiation,' and what that means is you never know what kind of effects to expect.

"Many people think they need something to help them relax. Drugs, especially alcohol, are convenient and efficient for this purpose," he says. "So, one night it might be a couple of drinks to help them get unwound. The next night maybe it's a valium just to get to sleep. And if the individual is really keyed up, he takes a valium along with a couple of highballs to really unwind. Once the pattern is set, the individual is leading himself down the road to a polyaddiction problem."

Sweisgood says that another factor of concern in the rise of the

A dangerous mix

Mixing drugs or combining two different drugs to get a high is a fairly common practice these days. It is also extremely hazardous. There are numerous mixes. The following are some of the most frequent combinations and the potential dangers involved:

Alcohol and Tranquilizers (Valium — Librium) — Even in small amounts, this combination severely decreases alertness and judgement often leading to household and automotive accidents. The overdose risk is often underestimated, but is extremely dangerous.

Alcohol and Barbiturates — These are both depressant drugs. They slow down your breathing, your heart rate and how fast you can react. In combination, they multiply each other's effects. The results are very dangerous, often leading to overdose and respiratory failure.

Alcohol and Marijuana — When combined they make you drowsy and affect your ability to act and think clearly. They make the simplest tasks confusing. It is not a good idea to do anything involving personal risk, such as driving or sports, while under the influence.

Alcohol and Amphetamines — Because amphetamines are stimulants and alcohol a depressant, they work against each other in your body. The biggest problem with this combination is your body is likely to use up one drug faster than the other. This difference can cause wild and unpredictable mood swings. There is a popular belief that taking either one of these drugs will reduce the effects of the other. It doesn't work.

Alcohol and PCP (Angel Dust) — The combination of these two can send you into a coma. PCP is a depressant as well as a hallucinogen and combined with alcohol, it severely affects your walking, speaking, hearing, and breathing.

Barbiturates and Amphetamines — The effects of these drugs taken together are unpredictable. Each one comes in a variety of strengths. Their combined effect upon your body varies depending upon the strength of one drug relative to the other. This causes a hazardous cycle of sedation and stimulation.

Barbiturates and Tranquilizers — Taken by themselves these drugs can cause breathing difficulties, coma, and possible death. In combination their effects multiply, making probable dangers even greater.

GSAC booms as $190-million KA-6D contract gets under way

The U.S. Navy needs a ready force of airborne tankers to support its day-to-day missions, and that requirement is spelling big business for Grumman St. Augustine Corporation (GSAC).

GSAC is currently filling orders for eight of the nimble, long-legged KA-6D tankers, which are revamped versions of the Grumman A-6 attack plane and are used for in-flight refueling of all carrier-based tactical aircraft. The first GSAC-converted KA-6D will be delivered to the Navy in October, with the rest slated for completion by early 1986.

In addition, GSAC people will perform reliability and maintainability updates on 49 existing KA-6Ds, finishing that job by 1989. The total contract is valued at roughly $190 million.

Vital role

"Virtually any mission that runs off a carrier will have the requirement to do some tanking," says Stony Jackson, A-6 program manager at GSAC. "A tanker has to be kept overhead in case a pilot has trouble getting on board the ship and gets low on fuel. It's just a routine operation."

Tanking can be accomplished using regular Navy aircraft, by equipping them with an accessory known as a Buddy Store system. But, Jackson points out, "the Navy views it as more efficient to utilize dedicated tankers, rather than the attack-configured planes. It tries to keep a complement of tankers on board."

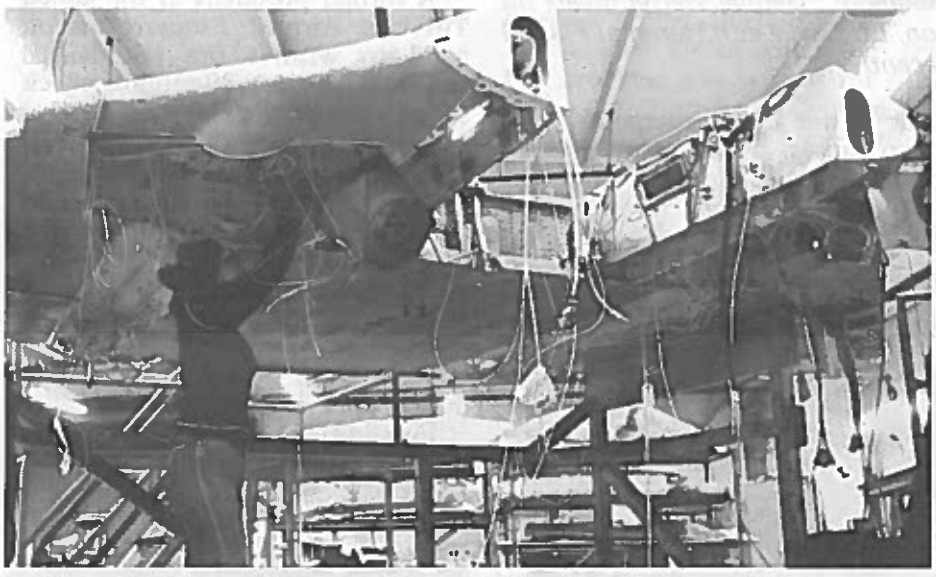
John Hughes, A-6 program director for Grumman Aerospace, adds that the A-6 is well-suited to a tanker conversion, "since the aircraft has long legs. Most of the other carrier-based aircraft don't carry as much fuel."

GSAC's KA-6D contract represents, in a very real sense, a "homecoming" for the plane. It was originally designed by Aerospace in the Sixties, and prototypes were built at Bethpage. The first conversions were performed at Stuart (Fla.) in the late Sixties and early Seventies. The Stuart team produced 50 of the KA-6Ds before the program ended.

The Navy started the program up again in 1980, but assigned the conversion work to the Naval Air Rework Facility (NARF) at Norfolk, Virginia. NARF set out to convert eight planes, of which it has completed four. In 1983, NARF contracted GSAC to perform eight more conversions.

In the in-flight refueling procedure, the tanker flies in front of the tactical plane. The tanker extends a hose with a funnel-shaped device on the end called a drogue. The drogue is attached to the tactical aircraft's probe, or fuel intake device.

For an A-6 to become a KA-6D, all of its attack systems are removed — its attack radar, computer, inertial navigation system and lox converter bottles. The "birdcage" area, which is located on the plane's underside and houses much of the A-6 attack and avionics systems, is replaced with the tanker hardware. The latter



includes a 50 foot hose, drogue apparatus, hose reel, pump, associated electronics, and other equipment. The birdcage's avionics equipment is moved forward into the plane's first bulkhead.

In addition, the basic A-6 systems are upgraded to what's known as a Block Five configuration. Essentially, new wiring and more up-to-date componentry are installed. The majority of the A-6s undergoing conversions are Block Twos, indicating they haven't been upgraded in a number of years.

Within '84, the GSAC A-6 crew will be working on four A-6 to KA-6D conversions, and two reliability-maintainability updates. In such an update, the crew will completely rewire the plane and perform standard depot level maintenance (SDLM).

Super maintenance

The crew does a "Super-SDLM" as well. This encompasses changing the major structural components of the wings, doing major structural rework to the inner panels, and selectively overhauling various components. The KA-6Ds undergoing updates are from the first batch of conversions, which makes them anywhere from 13 to 16 years old.

After being converted, a KA-6D will still have many of the same flight capabilities as the A-6. "It will utilize the same engines and have the same basic flight envelope," Jackson notes. "Obviously, if you put a full load of drop tanks on it, and load them up to the hilt, there will be more drag."

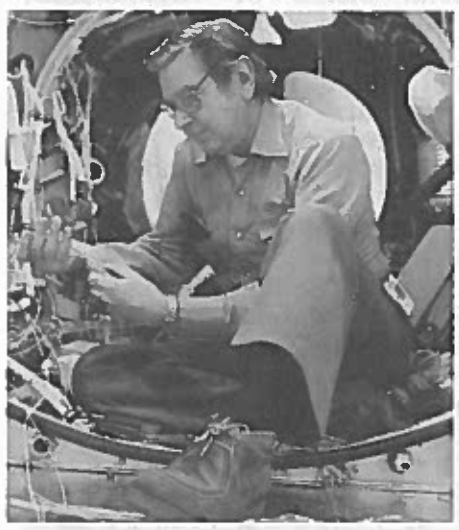
As the KA-6D program has gotten under way, GSAC has experienced a flurry of hiring activity. "Back in October, there was virtually nobody working in the shop on the tanker program," says Jackson. "Now, there's an on-the-floor head count of about 70. We expect to build that up to a peak of 120 to 130."

Jackson is also program manager for GSAC's A-6 Wing Repair program, which is itself experiencing a spate of hiring. The sharp increase in the work force has presented GSAC with a training challenge. The solution?

"We try to do local hires," Jackson says. "We get some people who have a skill, via the Navy or whatever, but not enough to fill out the work force. Right now, we're working with a state-supported vocational/technical school in the area. GSAC provides classroom instructors, while Vo-Tech does the interviewing, aptitude testing, and selection of the people for the course. GSAC is then given first option to hire them.

"The Vo-Tech grads are then taken in as junior employees. They work side-by-side with senior employees during on-the-job training.

"The approach is to hire people with their roots in the local area. With training, they're the ones who are most likely to become long-term employees."



Role reversal. *Converting an A-6 Intruder to a KA-6D tanker requires a lot of modifications, and the process takes between seven and eight months.*

people

Double reunion

Plant 4 was the setting recently for a double homecoming of sorts. An 18-year-old E-2B — the predecessor to today's E-2C Hawkeye — was flown in to Bethpage's Flight Operations Center by Lt. Cdr. Keith Herrel of NAS-Miramar, California. While he was here, Lt. Cdr. Herrel had a chance to visit with his father, George Herrel, a structural design engineer on the E-2C program.

Herrel piloted the plane through cloudy weather assisted by Navy Reservists Lt. Cdr. John Haass and AT1 Russell Gibson. Herrel is in charge of training programs for a Reserve E-2 squadron at Miramar. The three Navy men were in Bethpage to discuss with program management what they'll need in the way of equipment and training systems to keep the E-2B flying for another three years.

At present, reserve squadrons at Miramar make use of five E-2Bs — which are easily distinguished from their newer counterparts by their sharp noses. Next year, Herrel's group will be the only one with an E-2B — the rest are acquiring E-2Cs.

Reunion. *George Herrel greets his son, Lt. Cdr. Keith Herrel at Plant 4 recently.*

Since his father is a Grummanite, Herrel was introduced to aviation at a young age. "My father was always working around aircraft, and I was always tagging along," he recalled. Before joining the Navy 11 years ago, he had a private pilot's license; he's now been flying E-2s for six years.

White house guest

Jean Esquerre, a member of the Grumman Aerospace board of directors and co-director of the Opportunity Development Department, recently visited the Oval Office of the White House, for a special meeting with President Ronald Reagan.

A former president of the famed Tuskegee Airmen, Esquerre was on hand to witness the presidential presentation of a $9-million check to the General Chappie James Aerospace Engineering and General Health Training Center at Tuskegee Institute. This is the first grant to any Black college in honor of a Black airman.

Esquerre presented President Reagan with a flight jacket which bears the Tuskegee Airman patch and pin worn by the Black airmen during the Forties.

In addition, Esquerre was honored by the National Conference of Black Mayors at its 10th convention, held in St. Louis, Missouri, on April 20th. The Grummanite was presented the association's President's Award "for outstanding leadership in promoting corporate responsibility."

New posts

The following Grummanites recently received new assignments:

Engineering — Steve Alexander, group leader, A-6F Systems Analysis, Pl. 40; Len Deibler, group leader, Composite Wing and Vertical Tail — Drafting Technology and Control Section, Pl. 107; Jakob Schwarz, engineering specialist, Radar System Hardware, Pl. 14; Herman Wenz, engineering manager, S-2(T) Program, Pl. 9; Bill White, project leader, Technical Requirements — Supply Operations, Pl. 30.

Integrated Logistics Support — Al Diebel, group head, Operations Support — Design Engineering, Pl. 35; Carle Giannelli, project engineer, Systems Engineering — EA-6B, Pl. 110; Gerry Kennedy, project engineer, Systems Engineering — Data Systems, Pl. 35.

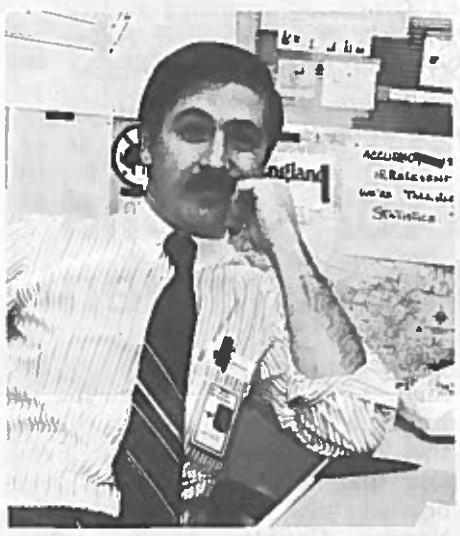
Great River Operations — Lou DeGeorge, supervisor, Requirements Planning, Pl. 43; Winston Thaw, program manager, EBL Program, Pl. 44; Fred Williams, supervisor, Requirements Planning, Pl. 43.

Fight against birth defects. *Forty Grumman Technical Services' people walked 20-kilometers for the March of Dimes and raised $1,044. The team placed fourth overall in corporate pledges in the North Brevard (Fla.) WalkAmerica on March 3. Three weeks later, 36 Grummanites trekked 25-kilometers and helped raise $2,882 in the Central Brevard TeamWalk.*

Tuskegee Airmen honor Reagan. *A former president of the famed Tuskegee Airmen, Grummanite Jean Esquerre (L) presents President Ronald Reagan with a Tuskegee Airman flight jacket, as Vice President George Bush looks on.*

Baglieri hits idea jackpot, wins $800; Sturiale submits his 100th suggestion

Mechanical marvel. *Salvatore Baglieri, a Maintenance leadworker in Plant 3, plans to enjoy his award in Florida during his recently begun retirement.*



Automatic award. *Plant 30 Pricing/ Proposals assistant manager John Reid, Jr. sped up the process for cost proposals with his idea — saving the company manhours and earning an award for himself.*

Saving the company money through cost-effective ideas is the name of the game in the Project Sterling program, and that is precisely what Salvatore Baglieri accomplished recently.

Sal, a leadworker for Plant 3 maintenance, was the top award winner for the first quarter of 1984. His suggestion reduces the downtime of a Craco riveting machine used in the fabrication of F-14 wings.

Sal's machine modification idea is expected to provide first year savings to Grumman of some $13,317. As for the $800 award that he received for his suggestion, "My wife already has that money spent on a trip down to Florida for the two of us after I retire at the end of May," reports Sal. "I've been with Grumman for more than 25 years now and this is a nice way to go out, making a useful contribution — and the award is real nice, too."

First year savings of $11,076 are expected to come from another top suggestion submitted by Plant 2 machine operator George Sturiale. George has received a $600 award for finding a lubricant called "Yellow 77" used in forming machined parts which "virtually eliminated any need for reworking and speeds the forming process along smoothly."

George was also honored by the Corporate Awards Committee which presented him with a special 'one-time-only' award of $1,000 for being the first Grummanite to reach the 100-approved suggestion mark.

John Reid Jr., an assistant manager in the Pricing and Proposals Center in Plant 30, picked up a $500 award for suggesting the automating of factor tables for cost proposals. The idea resulted in considerable manhour savings equaling first year dollar savings of $9,473.

George Mills and Peter Salinder, key and lead workers respectively in the Plant 6 EF-111 Structural Modification Program, also picked up Project Sterling awards for a manhour-saving idea. George and Peter came up with a special reamer fitted onto a regular hand drill motor which widens existing holes in the saddle tank covers that their department is making.

The idea solved a problem that the program was having for some time, say the two innovators, and speeds up what was a time-consuming process prior to their suggestion.

Each man received a $415 award for the idea which will offer the company first year savings of $13,800. While Peter says his award money is already earmarked for his children's college expenses, George plans to use his winnings to help finance the renovation of his home's kitchen.

In addition to the top prize winners, Project Sterling awards were given to the following Grummanites:

$450 — James Hofer, Stockkeeper, Pl. 2, Dept. 116. $370 — Joseph Pontorno, Coordinator, Pl. 2, Dept. 116. $300 — Gregory Atwell, Buyer, Pl. 30, Dept. 180. $275 — Robert DeSolms, Lab Technician, Pl. 6, Dept. 1801. $255 — Angel Garcia, Anodizer, Pl. 3, Dept. 013. $245 — Robert Rella, Leadworker, Pl. 2, Dept. 022. $240 — Angelo Carnivale, Engineer, Pl. 43, Dept. 2636. $175 — Albert Umbach, Leadworker, Pl. 1, Dept. 066. $155 — Gilbert Anderson, Operator, Pl. 05, Dept. 028. $140 — Tim Lent, Operator, Pl. 6, Dept. 1026. $140 — Bob Pracher, Mech./Inst., Pl. 6, Dept. 1026. $140 — Edward Kelly, Jr. Riveter, Pl. 43, Dept. 2016. $135 — Cosmo Laurino, Warehouse Worker, Pl. 17, Dept. 170.

$100 — Steve Lewkowitz, Machinist, Pl. 5, Dept. 095. $80 — Arthur LeGault, Machinist, Pl. 43, Dept. 2018. $80 — Barbara Doris, Assembler, Pl. 44, Dept. 2097. $75 — John Ruggiero, Analyst, Pl. 30, Dept. 116. $75 — Frank Kost, Coordinator, Pl. 30, Dept. 116. $60 — Charles Coffman, Engineer, Pl. 9, Dept. 965. $60 — Gerald Barber, Staff Assistant, Pl. 9, Dept. 965. $60 — Richard Yoos, Assembler, Pl. 6, Dept. 1014. $55 — Charles Coffman, Engineer, Pl. 9, Dept. 965. $50 — Kenneth Wannen, Elect. Technician, Pl. 44, Dept. 2063. $50 — Bertram Rieger, Installer, Pl. 1, Dept. 066. $40 — Jack Nantista, Technician, Pl. 6, Dept. 1052. $35 — Valerie Knox, Pl. 44, Dept. 2026. $35 — Ralph Falero, Machine Operator, Pl. 2, Dept. 036.

$25 — John Cremins, Leadworker, Pl. 6, Dept. 1036. $25 — Guy Creveling, Plane Capt., Pl. 6, Dept. 1036. $25 — William Kennard, Leadworker, Pl. 5, Dept. 095. $25 — Steve Lewkowitz, Machinist, Pl. 5, Dept. 095. $25 — Eugene Iacona, Assembler, Pl. 5, Dept. 025. $25 — Stanley Collins, Technician, Pl. 88, Dept. 627. $25 — Barbara Spanski, Group Leader, Pl. 35, Dept. 313. $25 — Mary Schneider, Administrator, Pl. 3, Dept. 109. $25 — Herman Kovler, Leadworker, Pl. 2, Dept. 206. $25 — Joseph Sokol, Leadworker, Pl. 44, Dept. 2026. $25 — Steve Kaste, Prod. Worker, Pl. 43, Dept. 2018. $25 — John Kaull, Asst. Electrician, Pl. 43, Dept. 2015. $25 — Thomas Rabbitt, Staff Assistant, Pl. 43, Dept. 2127. $25 — Stephen Borrelli, Assembler, Pl. 43, Dept. 2095. $25 — Robert Sparke, Final Assembly, Pl. 1, Dept. 055.

Idea leader. *Grumman Aerospace President George Skurla presents a $1,000 check to George Sturiale who recently submitted his 100th Project Sterling idea.*

Widening idea. *Plant 6 EF-111 Program keyworker George Mills (R) and leadworker Peter Salinder (L) whipped up a special drill-bit reamer that widens existing holes and saves manhours.*

Personals

The officers and men of the Manorville Fire Dept. wish to express our most sincere appreciation to the Grumman employees for their commendable efforts in assisting us on the afternoon of February 23 at the tire fire near the Calverton plant. J. F. Walsh

My family and I wish to express our sincere thanks and appreciation to my friends, co-workers and ESO for their kind expressions of sympathy during the recent loss of my father. Tom Rebele

My family and I would like to thank all our friends and my husband's co-workers for their kind expressions of sympathy during the recent loss of my husband Aarne. Lilian Kiiroja

My family and I deeply appreciate the thoughtfulness and support shown by my fellow co-workers on the loss of our son. Nathan C. Lang

My family and I would like to thank all our friends, co-workers and ESO for their expressions of sympathy and thoughtfulness during the recent loss of my father. Morton Rochman

My family and I wish to express our thanks to all our friends for their expressions of sympathy and prayers regarding the recent losses of my sister and mother-in-law. Cos Palazzo

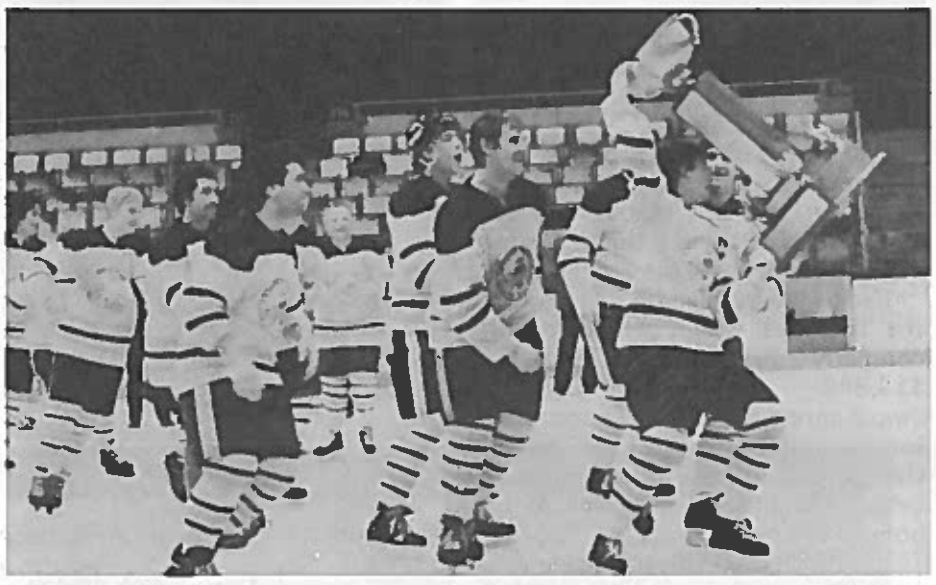
Tomcats take the Cup

After finishing the regular season in second place with a record of 20-3-0, the Grumman varsity hockey Tomcats swept through the opening rounds of the playoff series and took the finals to win the Long Island Industrial Hockey League (LIIHL) Championship Cup.

The Tomcats came back from an opening round loss in the best-of-three finals to defeat 1982-83 LIIHL champs, Ebbets Field, in the last two games. The Grumman skaters dropped the first game 8-5. They battled back to take a close 4-3 victory in the second game and outshot the Ebbets Field team 9-5 to take the third and final game of the series.

The varsity opened the LIIHL playoff series with a lopsided 13—3 victory over Westminster Bank and followed that with a two-game sweep of the John's Pub Team in the semi-finals — winning 7—5 and 11—1.

Scoring for the Tomcats in the playoff series was led by Mike LaBianca who totalled 23 points on 16 goals and seven assists. Behind LaBianca was teammate Dave Drew with 10 goals and 11 assists for a total of 21 playoff points. Tom Carroll's seven goals and seven assists totalled 14 points. Jim Allen contributed five goals and three assists for eight points. Tim Shelley chipped in with four goals and two assists for a playoff total of six points.



Hoisting the cup. *Tomcat captain Jim Allen is followed by his happy teammates as he skates a victory lap around the Nassau Coliseum hockey rink. The Grumman varsity hockey team beat Ebbets Field in the finals of the Long Island Industrial Hockey League for the Championship Cup.*

Women's varsity. *Second place finishers in the 41st Annual Industrial Bowling Tournament, this year's Grumman women's varsity bowling team includes: (L to R) standing: Maureen Croes, Helen Oakes, Lucille Buttacavoli, Arleen Schwemmer and Kathy Hasselbach; seated Evelyn Gerdon, Olga LaBarbera, Rita Mathia, Grace Chase, and Marie Buttacavoli (not shown: Alberta Sawicki).*

Bowlers settle for second in 41st annual tournament

The Grumman women's varsity bowling team finished with an impressive second place in the 41st Annual Industrial Bowling Tournament. The women's team rolled a pin total of 8,253 — 205 pins away from the top spot in the tournament won by Nassau County C.S.E.A.

Third place went to Sperry with 8,054 pins.

Grumman team captain Maureen Croes finished with the second highest individual score in the tournament, turning in an impressive 2,280 pin performance. Croes said that the Nassau County team bowled "just super" and noted that Nassau County player Donna Shrimpe finished with a tournament record first place individual high. "It's awfully tough to beat a team when its players are bowling that hot," she stated.

GRUMMAN planenews

Vol. 43, No. 9, May 11, 1984. Bethpage, N.Y. 11714